



Best Western



HEBER VALLEY

The economical way to enjoy Utah. Spend less money on what you can have more fun. We are located in the heart of many different slope each day. Rent a snowmobile. Ride a scenic trail through the mountains. Visit an old western town. We are having fun - in the clean air!

- Cascade Springs
- Horseback Riding
- Heber Creeper
- Wasatch Mountain State Park
- Boating & Fishing
- Tennis, Golf & Swimming

- Camping
- Skiing
- Snowmobiling
- Sail Planing
- Summer Fun



The Spectrum is not a limousine, but two six footers could ride in the back with head and knee room to spare. And if you like storage bins for pencils and toll-booth change, look no further. Including the large glove box and two trays on top of the dashboard, we counted 15 storage spaces scattered throughout the Chevy's interior.

Small-car choices

So how did the Hyundai fare? Relatively well. Its overall design is competent, and with better brakes, it would be an average performer.

We finished our testing with a few concerns about the car. How serious will its teething problems prove to be? How quickly will Hyundai fix them? And how will its price ultimately compare with proven Japanese and domestic cars?

Our GL-level Hyundai test car was only one step above the \$4,995 price leader, yet its \$6,045 base price puts it within spitting distance of a number of other Japanese and domestic subcompacts. The chaos in the bazaar can make comparisons tough, but if you really want the most small car for your dollar, shop carefully.

Finally, if you find your choice of options starts to push a \$6,000 subcompact into the \$10,000 range, pause. A slightly larger compact car with

The Chevy Spectrum is cheap, simple, and fun to drive. Many Chevy dealers haven't yet figured out how to sell the car, so you may be able to drive

POPULAR SCIENCE TEST RESULTS

	Chevrolet Spectrum	Hyundai Excel GL
TEST RESULTS		
Acceleration (sec.)		
0-30 mph	3.82	4.48
0-40 mph	5.61	7.02
0-50 mph	8.27	10.16
0-60 mph	12.50	15.00
Brake test (cool) 60-0 mph		
Stopping distance (ft.)	163	202
Pedal pressure (lbs.)	70	60
Brake test (hot) 60-0 mph		
Stopping distance (ft.)	163	203
Pedal pressure (lbs.)	35	100
Interior noise @ 60 mph (dBA)	69.5	67.0
Handling test (mph)	71.2	70.0
Maneuverability test (mph)	30.6	28.6
EPA FUEL MILEAGE (mpg)		
Highway	42	34
City	38	29

TEST CONDITIONS Ambient temperature, 60° F; relative humidity, 70%

Dimensions and specs

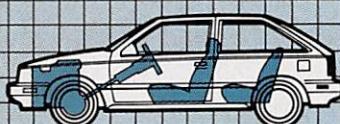
DIMENSIONS (inches)

Wheelbase	94.5	93.7
Overall length	155.9	168.0
Overall height	52.0	54.1
Overall width	63.6	63.1
Track, F/R	54.7/54.3	54.1/52.8
Ground clearance	5.4	6.5
Front head room	37.8	37.5
Front hip room	52.8	52.0
Front leg room	41.7	40.9
Rear head room	37.4	36.9
Rear hip room	43.8	52.0
Rear leg room (min.)	33.3	32.4
Rear knee room (min.)	-1.1	1.2
Couple distance	28.9	28.9

SPECIFICATIONS

Engine type	In-line 4	In-line 4
Displacement (cu. in./L)	90/1.47	90/1.47
Compression ratio	9.6:1	9.5:1
Carburetion	2-bbl.	2-bbl.
Net hp (@ rpm)	70 (@ 5,400)	68 (@ 5,500)
Net torque (ft.-lbs.) (@ rpm)	87 (@ 3,400)	82 (@ 3,500)
Transmission	5-speed manual	5-speed manual
Axle ratio	3.58:1	3.47:1
Tire make	Bridgestone	Goodyear
Tire type	RD401 All Season	Gorsa GT
Tire size	P155/80R-13	P155/80R-13
Steering	Rack and pinion	Rack and pinion
Overall steering ratio	20:1	21.5:1
Turns, lock to lock	3.5	3.9
Turn diameter (ft.)	32.8	33.8
Front suspension	MacPherson struts, coil springs	MacPherson struts, coil springs
Rear suspension	Trailing arm, control arms, transverse beam with coils	Stabilizer bar, independent trailing arms, coil springs, stabilizer bar
Front stabilizer-bar diameter (in.)	—	0.46
Rear stabilizer-bar diameter (in.)	—	0.57
Trailer towing (max. lbs.)	—	—
Trailer tongue weight (max. lbs.)	—	—

CHEVROLET SPECTRUM



HYUNDAI EXCEL GL



NISSAN SENTRA GXE

